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New procedures have been developed regarding the Good Faith Effort for DBE goals.  
The procedures can be found at the following link: [GOOD FAITH EFFORT PROCEDURE](#)  
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## MAY 9, 2013 BID LETTING

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### 101 - ALBERTON - E & W

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-1-

Clarification:

Submitted: Wed, 17-Apr-2013 9:30 MDT

Revised: Mon, 29-Apr-2013 16:08 MDT

The information below hereby replaces the Crossover information on Plan Sheet 16.

#### CROSSOVER - 74.2

(For information only)

Unclassified Excavation - 355 cubic yards

Embankment in Place - 240 cubic yards

Plant Mix Surfacing - 440 tons

Crushed Aggregate Course - 640 cubic yards

18"CSP with R.A.C.E.T. - 265 feet

#### CROSSOVER - MP 77.9

(For Information only)

Unclassified Excavation - 640 cubic yards

Embankment in Place - 160 cubic yards

Plant Mix Surfacing - 620 tons

Crushed Aggregate Course - 910 cubic yards

18" CSP with R.A.C E.T. - 265 feet

#### CROSSOVER - MP 84.5

(For Information only)

Mill ~~0.25'~~ **0.40'** Plant Mix Surfacing and replace with 0.4' Plant Mix Surfacing

Area = 2620 square yards

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-2-

Clarification:

Submitted: Wed, April 17, 2013 14:23 MDT

Control and Abstract plan sheets have been added to this contract. The additional sheets (2A-2E)

and revised sheet 2 can be accessed at the following link: [CONTROL/ABSTRACT PLAN SHEETS](#)

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-3-

Clarification:

Submitted: Thu, April 18, 2013 13:23 MDT

The following Special Provision is hereby made part of this contract:

**SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]**

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel

User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections

102.18 and 103.07(D). The requirement of Subsection 108.01.2 that

subcontractors obtain a Special Fuel User

Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required

to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors

for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness

for this contract.

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-4-

Clarification:

Submitted: Tue, 22-Apr-2013 8:29 MDT

The list of Disadvantaged firms included in the DBE Directory has been updated recently. As a result, please

replace the DBE.BIN file that was released with the advertised bid files with this newest version. Please call MDT

Contract Plans at (406) 444-6215, or (406) 444-6284 for assistance or questions with downloading the newest

DBE.BIN file for use with the Expedite™ Bidding Software.

**UPDATED DBE.BIN FILE**

Disadvantaged firms appearing in this Directory have been certified in accordance with the U.S. DOT (U.S.

Department of Transportation) regulation 49 CFR, Parts 23 and 26. For information or assistance with the DBE

Program in general, call (406) 444-6042 or (406) 444-7481. INCLUSION IN THIS DIRECTORY DOES NOT CONSTITUTE

AN ENDORSEMENT OF THE FIRMS LISTED.

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-5-

Clarification:

Submitted: Tue, 22-Apr-2013 8:29 MDT

Additional information is provided in reference to Special Provision No. 22 - DISPOSAL OF COLD MILLINGS:

The contractor is to windrow the quantities of cold millings hauled to Nine Mile Road (RP 82.4) and Mullan Road (RP 61.9).

Nine Mile location: Begin windrowing approximately 1 mile from I-90 interchange and continue up Nine Mile Road.

Mullan Road location: Begin windrowing approximately 6 miles west of the RP 61.9 interchange and continue west.

Contact Bill Sansom at (406)649-2768 for exact locations and to schedule delivery.

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-6-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT

Sections MT 300 and MT 500 of the Materials Manual Index have been revised and are hereby made part of

this contract. MATERIALS MANUAL INDEX

The Materials Manual and updated procedures found within apply to this contract and can be accessed through the following link:MATERIALS MANUAL WEB PAGE

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-7-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT

All wood guardrail posts and blocks must meet AWP Standards along with Commodity Specification A for sawn products and Commodity Specification B for round posts. Both types of posts must also meet retention specifications from Commodity Specification B Use Category 4B.

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-8-

Clarification:

Submitted: Wed, 08-May-2013 9:29 MDT

Supplemental Specification 701.03.1 is hereby revised as follows:

Add to the last sentence of the 3rd paragraph - starting with "All aggregate must be non-plastic...." **"Acceptance will be based on samples obtained from aggregate stockpiles. Processes used during plant mix production to improve aggregate properties will not be considered for aggregate acceptance."**

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-1-

Submitted: Mon, 29-Apr-2013 10:33 MDT

Company: Riverside Contracting, Inc.

Contact: Dwayne Rehbein

Question:

Special Provision 39, Section C specifies: "Traffic Control will not be switched after September 1, 2013". The East Bound lanes are to be reconstructed first according to SP 39. My assumption is that the State of Montana does not want work to begin in the West Bound lane, after the September 1, 2013 date. Will contract time be suspended if the Contractor is ready to precede with the West Bound lanes, but cannot proceed because of the September 1, 2013 date?

Answer:

Submitted: Thu, 02-May-2013 10:16 MST

Contract time will be suspended when all work is completed in the eastbound lanes except seal and cover and final

striping.

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-2-

Submitted: Mon, 29-Apr-2013 10:52 MDT  
Company: Riverside Contracting, Inc.  
Contact: Dwayne Rehbein

Question:

On past projects, in order to facilitate truck movement, trucks were allowed to go against traffic on the interstate On and Off Ramps. Will this practice be allowed on this project or shall all truck movement correspond to general traffic movement? If we can go against normal traffic flow on the On and Off Ramps, who will be responsible for the cost of traffic control?

Answer:

Submitted: Mon, 06-May-2013 12:10 MDT  
Haul trucks will not be permitted to haul against traffic.

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-3-

Submitted: Wed, 01-May-2013 12:22 MDT  
Company: West Company, Inc.  
Contact: Nate McKinley

Question:

The Special Provisions for the Bridge Deck Crack Sealant state that if an Epoxy Bridge Deck Crack Sealant is used, then the application of the epoxy shall be done so in accordance with the manufacturer's recommendations. The 3 epoxy products on the QPL require that the epoxy be applied to fully cured (28 day) concrete surfaces. For this project, the Epoxy Crack Sealing will be performed on the decks which have been repaired with new concrete. Will the concrete repair patches be required to cure for 28 days prior to the epoxy application or with the 3 day cure be acceptable?

Answer:

Submitted: Mon, 07-May-2013 14:45 MDT  
We will allow application of the deck crack sealer once the approved patch material has cured for 28 days or the repair area is thoroughly dry as per ASTM D 4263 test method.

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-4-

Submitted: Wed, 01-May-2013 16:09 MDT  
Company: HIGHWAY TECHNOLOGIES  
Contact: GARY EICHERT

Question:

SP #33 Concrete Barrier Reflectors

Item C states: remove existing barrier rail reflectors and associated hardware on existing barrier rail.

Item D states: reflectors installed on existing barrier rail will be measured for payment.

Item E states: payment will be made under barrier reflector for each.

There is no item in the bid schedule for this work. How will this work be paid?

Answer:

Submitted: Wed, 08-May-2013 08:39 MDT  
The TOP MTD BR RAIL -DELIN quantities listed in the schedule of items refer to the existing barrier rail not being replaced. The delineation system on the new barrier rail is not measured for payment.

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-5-

Submitted: Fri, 03-May-2013 11:55 MDT  
Company: Kootenai Surveyors Inc  
Contact: Alvah Hughes

Question:

In the Construction Survey & Layout Item, reference is made to staking Right of Way and Slopes Stakes.

Please clarify the scope of work for these items. Should you need Right of Way layout, will a Certificate of Survey need to be prepared and filed?

Answer:

Submitted: Mon, 06-May-2013 12:25MDT  
The contractor will not stake Right of Way lines and monuments or Slope Stakes.

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-6-

Submitted: Mon, 06-May-2013 08:38 MDT  
Company: Mountain West Holding Co  
Contact: Chris Connors

Question:

1) This project requires the salvaged guardrail and concrete barrier rail to be delivered to maintenance yards.

Does the MDOT provide the labor and equipment to unload at the designated yards?

2) Two different crossovers require removal of cable rail. The cable rail from one of them is to be salvaged to the maintenance department. The sleeves and bottom posts that were driven will not be reusable once removed.

Does the Department want those items replaced with new or only those items that are reusable supplied?

Answer:

Submitted: Mon, 06-May-2013 13:46 MDT  
1) MDT does not have resources to unload the salvaged material.

2) Non salvageable items will not be replaced under this contract. The project manager will determine if the materials are salvageable or not.

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-7-

Submitted: Sun, 05-May-2013 23:09 MDT  
Company: Riverside Contracting, Inc.  
Contact: Dwayne Rehbein

Question

1) Special Provision 18 contemplates the addition of Crushed Aggregate Course to the pulverized material.

Will the contractor be paid for this material (there is no bid item)?

2) My experience with pavement pulverization is that the material generally swells, requiring excess material to be removed from the project. Will the contractor be paid on a force account basis for the removal of excess pulverized material from the trench?

Answer:

Submitted: Mon, 07-May-2013 15:04 MDT

1) MDT does not anticipate utilizing Crushed Aggregate Course. If the need arises, Crushed Aggregate Course will be measured and paid under Standard Specification 109.04.

2) The removal of excess material generated from the pulverization process will be measured and paid under Standard Specification 109.04.

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## 102 - NISSLER INTCH & SILICON MTN TECH PARK & PORT

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-1-

Addendum:

Submitted: Thu, 02-May-2013 15:08 MDT

An Addendum has been posted for this project. Please click on the following link to access the information:

### ADDENDUM

To download the addendum bid file, click here: [BID FILES](#)

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-1-

Clarification:

Submitted: Thu, April 18, 2013 13:25 MDT

The following Special Provision is hereby made part of this contract:

### SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections 102.18 and 103.07(D). The requirement of Subsection 108.01.2 that subcontractors obtain a Special Fuel User Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness for this contract.

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-2-

Clarification:

Submitted: Tue, 22-Apr-2013 8:30 MDT  
The list of Disadvantaged firms included in the DBE Directory has been updated recently. As a result, please replace the DBE.BIN file that was released with the advertised bid files with this newest version. Please call MDT Contract Plans at (406) 444-6215, or (406) 444-6284 for assistance or questions with downloading the newest DBE.BIN file for use with the Expedite™ Bidding Software.

#### UPDATED DBE.BIN FILE

Disadvantaged firms appearing in this Directory have been certified in accordance with the U.S. DOT (U.S. Department of Transportation) regulation 49 CFR, Parts 23 and 26. For information or assistance with the DBE Program in general, call (406) 444-6042 or (406) 444-7481. INCLUSION IN THIS DIRECTORY DOES NOT CONSTITUTE AN ENDORSEMENT OF THE FIRMS LISTED.

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-3-

Clarification:

Submitted: 24-Apr-2013 12:51 MDT

The following is hereby added to Special Provision 3 - Ramp Milestone

B. 1) a) No work days:

-Memorial Day, May 24, 2014 through May 26, 2014

-Fourth of July, July 4, 2014 through July 6, 2014

An addenda will be issued to add these no work days.

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-4-

Clarification:

Submitted: 24-Apr-2013 16:14 MDT

Special Provision 64 Wildlife- Friendly Farm Fence is hereby revised as follows: The first sentence in this special provision is rescinded and replaced with the following: "Where wildlife-friendly farm fence is specified; install Type 1 meeting the requirements of the MDT Detailed Drawings and Specification Section 607."

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-5-

Clarification:

Submitted: 03-May-2013 12:05 MDT

Special Provision 22 - Migratory Bird Mitigation and Conservation - Maintenance is hereby modified as follows:

C. 1) Last sentence - delete "and the District Biologist."

Replace C. 2) with the following: Comply with the Migratory Bird Treaty Act. The Contractor can remove the structure at any time, as long as there are no active nests on the structure. If there are active nests on the structure, it cannot be removed until after the nesting is completed, typically mid-August. Notify the Project Manager for coordination with the District Biologist if a nest activity survey is required prior to removal of the structure.

Delete C. 3), 5) and 6)

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-6-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT

Sections MT 300 and MT 500 of the Materials Manual Index have been revised and are hereby made part of this contract. [MATERIALS MANUAL INDEX](#)

The Materials Manual and updated procedures found within apply to this contract and can be accessed through the following link: [MATERIALS MANUAL WEB PAGE](#)

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-7-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT

All wood guardrail posts and blocks must meet AWP Standards along with Commodity Specification A for sawn products and Commodity Specification B for round posts. Both types of posts must also meet retention specifications from Commodity Specification B Use Category 4B.

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-8-

Clarification:

Submitted: Mon, 06-May-2013 15:56 MDT

The note below has been added to bridge sheets B13 and B16.

Note: Do not drill into concrete to install anchor bolts at Piers No. 2 or 3. Install anchor bolts by securing in position prior to casting concrete or by forming holes and grouting as described in Supplemental Specification 552.03.14. Verify anchor bolt clearances prior to placing reinforcing steel per Specification 555.03.3.

Updated: Tue, 07-May-2013 8:22 MDT

[REVISED BRIDGE SHEETS B13 & B16](#)

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-1-

Submitted: Thu, 11-Apr-2013 14:40 MDT

Company: Sletten Construction

Contact: Chad Mares

Question:

Can you please post the as-builts for the bridge MT-STPX 47(24) portion of this project?

Answer:

Submitted: Fri, 12-Apr-2013 11:40 MST

Linked are the as-builts for this project: [SILICON MTN TECH PARK PORT AS-BUILTS](#)

The files represent the as-built drawings for the structures. MDT provides them for informational purposes only.



They do not include drawings for modifications to the structures, such as joint replacements and guardrail revisions and may not completely represent current conditions. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. The contractor should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the contract documents.

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-2-

Submitted: Thu, 18-Apr-2013 17:00 MDT

Company: Sletten Construction

Contact: Russ Robertson

Question:

Will MDT please consider adding contract days to this project. I can understand wanting to have the interstate rehab done quickly to accomodate traffic, however, the new bridge is on a new alignment that will have very limited impact on the traveling public. Expecting the contractors to have to double shift all MDT projects is unrealistic and unfair.

Answer:

Submitted: Wed, 24-Apr-2013 7:33 MST

The number of Working Days specified in Special Provision 2 Contract Time; are revised from 185 to 220.

This change will be made by addenda.

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-3-

Submitted: Tue, 23-Apr-2013 15:49 MDT

Company: 3 Bull Contracting LLC

Contact: Kelsey Clark Allen

Question:

Could you please tell me the length of rails needed for the 1650' of Jackleg Pole fence as well as the ASTM Spec needed for the posts and Rails?

Answer:

Submitted: Thu, 25-Apr-2013 13:15 MST

Treat the jackleg fence posts, poles and rails in accordance with Supplemental Specification 706.04.1. A plan detail

for the desired fence construction with dimensions is attached. [JACKLEG POLE FENCE PLAN DETAIL](#)

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-4-

Submitted: Fri, 26-Apr-2013 08:04 MDT

Company: GeoStabilization International

Contact: Bryan Wavra

Question:

1) The special provisions discuss both LRFD and ASD design methodologies for the soil nail wall. Please clarify which design method is required.

2) How can a copy of the full geotechnical report for the project be obtained?

Answer:

Submitted: Tue, 30-Apr-2013 8:15 MDT

1) Paragraph G, of Special Provision No. 65, SOIL NAIL RETAINING WALL  
[STATIONS 9+00 TO 20+50]  
[IM-NHTSA 155-2(80)120] is replaced.

G. Soil Nail Wall Design Requirements. Ensure that the wall has an adequate factor of safety with respect to both the internal stability of the reinforced soil mass (including nail pullout and nail bar tensile strength), and the external stability (including global stability, bearing capacity, and sliding) in the wall design.

The design life of the structure is 75 years unless otherwise specified.

Design the wall in accordance with

Division I, Section 5, Retaining Walls and other appropriate articles of the 17th Edition of the AASHTO Standard

Specification for Highway Bridges (2002) including current interim specifications. Design the wall ~~using the Load~~

~~Resistance Factor Design (LRFD) approach~~ in accordance with FHWA publication No. FHWA-SA-96-069R, Manual for

Design and Construction Monitoring of Soil Nail Walls, revised Oct. 1998 and general guidance from the FHWA

publication No. FHWA-IF-03-017, Geotechnical Engineering Circular No. 7, 2003.

2) Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical report supplements, and geotechnical laboratory summaries. There is remaining geotechnical information that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the project

that are stored here or to look through the complete set of Geotechnical field investigation notes, laboratory testing, analytical, or other data in our project files.

It should be noted that the project may have undergone significant changes during the design process after the original geotechnical report and supplements were issued. Thus, some of the information contained in these

documents may be out of date or not applicable with regard to the advertised project. Some of the changes include,

but are not limited to: Project splits (for funding, ROW issues, etc.); alignment and grade changes; and changes due to environmental factors (sensitive areas, etc.).

The documents can be found at: [GEOTECHNICAL REPORT](#)

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-5-

Submitted: Fri, 26-Apr-2013 14:12 MDT

Company: Cretex Concrete Products

Contact: Brian Jenner

Question:

On sheet B19:

Are the values for the diaphragm weight correct?

The diaphragm weight for the 5 beam line is shown greater than the diaphragm for the 4 beam line.

Have the values been transposed such that the 3.3 kip is for the 4 beam line and 2.5 is for the 5 beam line?

Answer:

Submitted: Mon, 29-Apr-2013 13:27 MST

Sheet B19 has been revised to reflect the following values:

### LOAD TYPE

### LOADS

Interior Diaphragm (4 beam line) 3.7 kip / diaphragm

Exterior Diaphragm (4 beam line) 1.85 kip / diaphragm

Interior Diaphragm (5 beam line) 2.7 kip / diaphragm

Exterior Diaphragm (5 beam line) 1.35 kip / diaphragm

### BRIDGE SHEET 19

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-6-

Submitted: Tue, 30-Apr-2013 10:47 MDT

Company: Becker Landscaping

Contact: Scott

Question:

On the seeding special provisions there is no seed mix listed for area 3 seeding. Can you provide this seed mix?

Answer:

Submitted: Wed, 01-May-2013 09:01 MST

Use the Area 1 seed mix for Area 3.

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-7-

Submitted: Wed, 01-May-2013 09:38 MDT

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

Please provide an overall drawing showing the locations of the proposed median crossovers in relation to the Nissler Interchange and the bridges to the South.

Answer:

Submitted: Wed, 06-May-2013 12:45 MDT

The stationing for the crossover and bridge transitions is listed in the summaries on page 9 of the plans.

An overall drawing is not provided.

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-8-

Submitted: Wed, 01-May-2013 09:48 MDT

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

Special Provision 76 - states "...use of Prequalified Stream Restoration Contractors to complete the stream

relocation and restoration work on Sand Creek.

Special Provision 77 - Stream Restoration Oversight Professional will oversee "relocation and restoration of Sand Creek and the construction of wetland cells as shown on the plans and described elsewhere.

Please define the bid items or portion of bid items that are required to be performed by a Prequalified Stream Restoration Contractor.

Does the excavation of the wetlands and haul off have to be completed by a PSRC? Does this include the construction of Wetland #6 in the slag removal area?

Answer:

Submitted: Wed, 06-May-2013 12:45 MDT

Question1. All work on Sand Creek should be completed by the Prequalified Stream Restoration Contractor, with the exception of the riprap placement in the stream section underneath the new bridge. The placement of riprap in the stream section underneath the new bridge, and all other work on Sand Creek, and the wetland excavation and finishing should be completed under the guidance of the Stream Restoration Oversight Professional.

Question 2. No. However the wetland excavation and finishing should be completed under the guidance of the Stream Restoration Oversight Professional. Haul off is the responsibility of the Contractor and must be done in accordance with MDT standard specifications and applicable laws and regulations.

Question 3. Yes this does include the construction of Wetland #6 in the slag removal area.

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-9-

Submitted: Wed, 01-May-2013 09:58 MDT

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

Sheet 6 of the Silicon Mtn Aquatic Resource Mitigation Site has a note at Station 24+29 on the Sand Creek alignment that states "End channel restoration begin channel enhancement (not this contract)."

1) Does the realignment and all work on the channel end at this location for this project?

2) Construction of Wetland 4 and 5 is part of this project?

Answer:

Submitted: Fri, 03-May-2013 10:35 MDT

1) Yes channel work for this contract ends at Station 24+29. All other work including wetland construction, site reclamation, fence construction, etc. as specified on the plans and bid package is included in this contract.

Updated: Fri, 03-May-2013 11:10 MDT  
Off channel head-cut treatments that occur downstream of Station 24+29, but are located off of the main channel are also included in this work.

2) Yes construction of wetland 4 and 5 are part of this contract.

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-10-

Submitted: Wed, 01-May-2013 11:34 MDT  
Company: S&K Environmental  
Contact: Sarah Sorenson

Question:

There is not a spec for NON-WOVEN coir fabric. Will the non-woven version be needed or not?

Answer:

Submitted: Fri, 03-May-2013 11:15 MDT  
Non-woven coir fabric is not required as part of the contract

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-11-

Submitted: Wed, 01-May-2013 14:53 MDT  
Company: Sletten Construction Company  
Contact: Chad Mares

Question:

Bridge plan B17 calls out for DS2W - No. 7 @ 3" pitch for 30 feet, want to know if that is right. All the other pier drilled shaft plans call out for #6 rebar, only that section for 30 feet is #7 rebar.

Answer:

Submitted: Thu, 02-May-2013 08:17 MST  
The DS2W - No. 7 bars on sheet B17 are correct as shown.

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-12-

Submitted: Wed, 01-May-2013 17:46 MDT  
Company: GeoStabilization International  
Contact: Bryan Wavra

Question:

Will hollow bar soil nails be permitted?

Answer:

Submitted: Thu, 02-May-2013 15:21 MST  
No.

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-13-

Submitted: Fri, 03-May-2013 10:31 MDT  
Company: Schellinger Construction Co., Inc.  
Contact: Marc Blanden

Question:

In regard to the Silicon MTN Aquatic Resource Mitigation Site portion of the project, were there any bores that were performed in the locations of the proposed wetlands?

Is there any information that details whether or not the soils that are removed from the wetland areas has any type

of contamination? Is there any possibility that these soils are contaminated?

Answer:

Submitted: Mon, 06-May-2013 13:37 MDT

Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical report supplements, and geotechnical laboratory summaries and environmental testing results. There is remaining geotechnical information that is voluminous and difficult to compile in a concise coherent manner. Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the project that are stored here or to look through the complete set of Geotechnical field investigation records, laboratory testing, analytical, or other data in our project files. It should be noted that the project may have undergone significant changes during the design process, after the original geotechnical report and supplements were issued. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. Some of the changes include, but are not limited to: Project splits (for funding, ROW issues, etc.); alignment and grade changes; and changes due to environmental factors (sensitive areas, etc.).

The documents can be found at:

[WB SOIL CLASSIFICATION](#)

[LOGS OF BORING KEY](#)

[LOGS OF BORING](#)

The attached preliminary site investigation discusses the testing results of the soil samples collected from the wetland areas. [PRELIMINARY SITE INVESTIGATION](#)

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-14-

Submitted: Mon, 06-May-2013 08:01 MDT

Company: 3 Bull Contracting LLC

Contact: Kelsey Clark Allen

Question:

Do the Jack leg materials need to be treated?

Answer:

Submitted: Mon, 06-May-2013 12:30 MST

Yes; please see response posted for Q&A Forum question 3.

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-15-

Submitted: Mon, 06-May-2013 09:11 MDT

Company: Frontier West, LLC

Contact: Mike Murphy

Question:

Could MDT verify the quantity for the bid item Modified Concrete Overlay? It look's to be on the heavy side.

Answer:

Submitted: Mon, 06-May-2013 14:46 MST

The quantities shown for Modified Concrete Overlay are correct.

Per the note on Sheet B1, the quantities are based on an average hydromilling removal depth of 2.5 inches, as opposed to the nominal removal depth of 1.5 inches. Also note the finished grade of the overlay is higher than the existing decks - see Sheet B9.

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-16-

Submitted: Mon, 06-May-2013 09:24 MDT

Company: 3 Bull Contracting LLC

Contact: Kelsey Clark Allen

Question:

1) How often is bracing required for jackleg fence?

2) Will Mudsills be required on this project?

Answer:

Submitted: Tue, 07-May-2013 15:15 MDT

1) Brace is required at begin & end of fence run and at corners. Estimated bracing quantities on Parcel 1 = 3 braces, Parcel 2 = 4 braces

2) Mudsills are to be used in wetland areas. Estimated quantities are 140 mudsills on Parcel 1, and 230 mudsills on Parcel 2.

These are estimated quantities for information only. Include the cost of bracing or mudsills in the cost of Jackleg Fence. No separate measurement or payment will be made for bracing or mudsills. Construct bracing and mudsills as shown in the Jackleg Fence Detail that was included as part of the previously answered question for Question No. 3. These elements of the jackleg fence must also be treated as previously answered in Question No. 3.

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-17-

Submitted: Mon, 06-May-2013 12:42 MDT

Company: Pioneer Concrete & Fuel Inc

Contact: Rodd Farrow

Question:

Could you please provide the specs for the fiber in the shotcrete mix.

Answer:

Submitted: Tue, 07-May-2013 11:30 MDT

The Soil Nail Wall Designer is responsible to supply the specifications for the fiber reinforcement.

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-18-

Submitted: Mon, 06-May-2013 12:42 MDT

Contact: Mark Davidson

Question:

The No. 7 spiral requested at pier No. 3 ( DS2W) is not available in coil stock for a continuous fabrication in 5 foot segments ( approx. 800 lbs each). Even if it were available, straightening prior to fabrication would be impossible.

The option will be to feed 60 foot stock bars into a spiral bender 1 at a time and weld the pieces in the field to the desired length. A weld splice detail will be required for this method. an option would be to supply #7 hoops with

either a lap weld or butt weld at the same pitch as the spiral. Is this an acceptable option?

Answer:

Submitted: Wed, 08-May-2013 14:15 MDT

Bridge Sheets B1, B17 and B18 have been revised and can be found at the link below. The DS2W spiral for Pier No. 3 has been changed to a #6 bar at a 2.5 inch pitch.

The new quantity for item 555 010 400 Reinforcing Steel - Seismic is 17729.8 LB. The bid file quantity will remain at 18,355.3 LB. Please bid accordingly.

#### REVISED BRIDGE SHEETS B1, B17 & B18

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#### 103 - JCT 566 - SOUTH

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-1-

Addendum:

Submitted: Tue, 07-May-2013 16:50 MDT

An Addendum has been posted for this project. Please click on the following link to access the information:

#### ADDENDUM

To download the addendum bid file, click here: [BID FILES](#)

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-1-

Clarification:

Submitted: Thu, April 18, 2013 13:65 MDT

The following Special Provision is hereby made part of this contract:

#### SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel

User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections

102.18 and 103.07(D). The requirement of Subsection 108.01.2 that

subcontractors obtain a Special Fuel User

Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required

to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors

for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness

for this contract.

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-2-

Clarification:

Submitted: Tue, 22-Apr-2013 8:30 MDT



The list of Disadvantaged firms included in the DBE Directory has been updated recently. As a result, please replace the DBE.BIN file that was released with the advertised bid files with this newest version. Please call MDT Contract Plans at (406) 444-6215, or (406) 444-6284 for assistance or questions with downloading the newest DBE.BIN file for use with the Expedite™ Bidding Software.

#### UPDATED DBE.BIN FILE

Disadvantaged firms appearing in this Directory have been certified in accordance with the U.S. DOT (U.S. Department of Transportation) regulation 49 CFR, Parts 23 and 26. For information or assistance with the DBE Program in general, call (406) 444-6042 or (406) 444-7481. INCLUSION IN THIS DIRECTORY DOES NOT CONSTITUTE AN ENDORSEMENT OF THE FIRMS LISTED.

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-3-

Clarification:

Submitted: Tue, 22-Apr-2013 8:30 MDT

Special Provision #16, Ride Specification Category, is hereby changed to the following:

Typical Section No.1, from Sta 10+00 to 310+50, is a Category 1.

Typical Section No.2, from Sta 310+50 to 578+65.6 is a Category 2.

Updated: Fri, 03-May-2013 10:27 MDT

The Stationing on the IRI data sheets is incorrect. The project was ran in the reverse direction of the stationing listed.

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-4-

Clarification:

Submitted: Fri, 03-May-2013 10:30 MDT

Updated: Wed, 08-May-2013 14:28 MDT

Delete the first three sentences of SP 19.B. Construction Requirements, beginning with "Expect to produce...." and replace with the following:

Expect to produce approximately ~~14,238~~ 7,486 cubic yards of cold millings.

Cold millings will become the property of

Big Horn County and MDT Maintenance. Haul and stockpile 200 CY of millings to the Busby Maintenance Yard

at MP 25.1 on Hwy 212. Coordinate with Randy Roth at 657-0217, 10 days prior to hauling the millings to the

Busby maintenance yard. Haul and stockpile the remainder of the millings to the Tongue River Reservoir

County Shop.

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-5-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT

Sections MT 300 and MT 500 of the Materials Manual Index have been revised and are hereby made part of this contract. [MATERIALS MANUAL INDEX](#)

The Materials Manual and updated procedures found within apply to this contract and can be accessed through the following link:[MATERIALS MANUAL WEB PAGE](#)

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-6-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT

All wood guardrail posts and blocks must meet AWPA Standards along with Commodity Specification A for sawn products and Commodity Specification B for round posts. Both types of posts must also meet retention specifications from Commodity Specification B Use Category 4B.

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-7-

Clarification:

Submitted: Mon, 07-May-2013 15:00 MDT

Updated: Mon, 07-May-2013 16:50 MDT

The quantity on the Schedule of Items for Cold Millings is incorrect - 213,829 square yards. The correct quantity is 112,291 square yards. The quantities for Plant Mix Surfacing - Grade S-3/4 IN are changed to 32,089 TON, Hydrated Lime changed to 449.00 TON, Asphalt Cement PG 64-28 changed to 1,710.10 TON. Quantities for Excavation - Digsouts (2,259.00 CUYD), Special Borrow - Neat Line (2,221.00 CUYD), Stabilization - Geotextile (3,221.00 SQYD) shown on Sheet 6 of the plans will also be added to the Schedule of Items. This will be changed by addenda.

In addition, the Digout Excavation Summary Frame on Sheet 6 of the plans incorrectly calls for Geotextile-Permanent Erosion Control-High Survivability. This should be labeled as Geotextile-Stabilization. Construct Digsouts as outlined in Supplemental Specification 203.03.1 Paragraph G. Digout.

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-1-

Submitted: Thu, 25-Apr-2013 16:55 MDT

Company: Riverside Contracting Inc

Contact: Dennis Devous

Question:

Can you clarify the sequence for the Crack Filling. The Special calls for Prior to cold in place and there is no cold in place recycle here. Do you want this filling to be done before or after the Milling?

Answer:

Submitted: Tue, 30-Apr-2013 14:55 MST

Special Provision #14 - Crack Filling - The first sentence under 14. C. is hereby revised as follows:

Prior to ~~Cold In-Place~~ Paving Operations, in Typical Section 2.....

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-2-

Submitted: Thu, 25-Apr-2013 16:56 MDT  
Company: Riverside Contracting Inc  
Contact: Dennis Devous

Question:

Can you give me the existing IRI for this section of roadway?

Answer:

Submitted: Thu, 02-May-2013 08:20 MST  
Linked are the IRI results for this project:

[JCT 566-S-PRECONST-NBD-1](#)

[JCT 566-S-PRECONST-SBD-1](#)

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#### 104 - ABANDON RR - 8M S DEER LODGE

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-1-

Addendum:

Submitted: Thu, 02-Sep-2013 15:08 MDT

An Addendum has been posted for this project. Please click on the following link to access the information:

[ADDENDUM](#)

To download the addendum bid file, click here: [BID FILES](#)

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-2-

Addendum:

Submitted: Tue, 07-May-2013 12:03 MDT

An Addendum has been posted for this project. Please click on the following link to access the information:

[ADDENDUM](#)

To download the addendum bid file, click here: [BID FILES](#)

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-1-

Clarification:

Submitted: Thu, April 18, 2013 13:26 MDT

The following Special Provision is hereby made part of this contract:

SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections 102.18 and 103.07(D). The requirement of Subsection 108.01.2 that subcontractors obtain a Special Fuel User Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors

for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness for this contract.

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-2-

Clarification:

Submitted: Tue, 22-Apr-2013 8:31 MDT

The list of Disadvantaged firms included in the DBE Directory has been updated recently. As a result, please replace the DBE.BIN file that was released with the advertised bid files with this newest version. Please call MDT Contract Plans at (406) 444-6215, or (406) 444-6284 for assistance or questions with downloading the newest DBE.BIN file for use with the Expedite™ Bidding Software.

#### UPDATED DBE.BIN FILE

Disadvantaged firms appearing in this Directory have been certified in accordance with the U.S. DOT (U.S. Department of Transportation) regulation 49 CFR, Parts 23 and 26. For information or assistance with the DBE Program in general, call (406) 444-6042 or (406) 444-7481. INCLUSION IN THIS DIRECTORY DOES NOT CONSTITUTE AN ENDORSEMENT OF THE FIRMS LISTED.

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-3-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT

Sections MT 300 and MT 500 of the Materials Manual Index have been revised and are hereby made part of this contract. MATERIALS MANUAL INDEX

The Materials Manual and updated procedures found within apply to this contract and can be accessed through the following link: MATERIALS MANUAL WEB PAGE

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-4-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT

All wood guardrail posts and blocks must meet AWPA Standards along with Commodity Specification A for sawn products and Commodity Specification B for round posts. Both types of posts must also meet retention specifications from Commodity Specification B Use Category 4B.

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-1-

Submitted: Wed, 17-Apr-2013 17:29 MDT

Company: R and S Johnson Construction

Contact: Steve Johnson

Question:

With the contract only allowing 60 working days & the combination of soil conditions & seeding date in the special provisions, would it be possible to Extend the Contract time?

Answer:

Submitted: Thu, 18-Apr-2013 8:23 MDT

No. Contract time (Working Days) will be administered as outlined in subsection 108.07.3 Working Day Contracts.

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-2-

Submitted: Mon, 29-Apr-2013 13:01 MDT

Company: T and T Contracting Inc.

Contact: Rick Taylor

Question:

Is it MDOT's intention to close this road to thru traffic for the duration of this project?

If the answer to the above question is No, what is the departments intention for a sequence of operations as it pertains to traffic, traffic control, detours, traffic gravel or any other items related to the traveling public?

How would items like detours and traffic gravel be paid for?

Answer:

Submitted: Wed, 01-May-2013 8:58 MDT

Close the frontage road (Highway 273) between the I-90 Racetrack and Galen Interchanges during bridge removal

and culvert installation operations. Provide traffic control in accordance with Section 618 of the Standard

Specifications and the MUTCD. Detour and divert frontage road thru traffic to Interstate 90. Include all costs

associated with these traffic control requirements in the lump sum bid for Traffic Control.

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-3-

Submitted: Tue, 30-Apr-2013 11:17 MDT

Company: Becker Landscaping

Contact: Scott

Question:

The seeding special provisions show area 2 seeding but there is no bid item. Since these areas are to be covered

w/erosion blanket after seeding do you have any quantities of area 2 seeding?

Answer:

Submitted: Thu, 2-May-2013 14:55 MST

Updated: Mon, 6-May-2013 12:35 MDT

Erosion Control Blanket 70%Straw/30% Coconut-Biodegradable is required for Area 2 Seeding as shown in the

Seeding Specification. Include the cost of this blanket in the bid Item, Seeding - Area No 2. No separate

payment will be made for this blanket.

Area 2 Seeding and Fertilizer has been added to the contract. An addendum will be issued to add the two bid items.

The revised plan sheet with corrected Topsoil and Seeding Summary is available at the following link:

[REVISED PLAN SHEET NO. 9](#)

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-4-

Submitted: Tue, 30-Apr-2013 16:54 MDT

Company: Montana Civil Contractors Inc.

Contact: Bob Koch

Question:

1) Can you explain this SP provision does it mean you cannot remove the structure until August 16 or is this the nesting season for the birds?

2) Remove the structure outside of the nesting season, typically between the dates of August 16 and April 15, or when no active nests are present.

3) Do not remove the structure if active nests are present.

Answer:

Submitted: Wed, 01-May-2013 09:38 MDT

MDT removed an owl nest from the structure prior to let of the project. The Contractor should be able to remove the structure at any time, as long as there are no additional active nests on the structure. If there are active nests on the structure, it cannot be removed until after the nesting is completed, typically mid-August. Notify the Project Manager for coordination with the District Biologist if a nest activity survey is required prior to removal of the structure.

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-5-

Submitted: Thu, 02-May-2013 14:45 MDT

Company: Noble Excavating Inc.

Contact: Pat Geer

Question:

The specifications indicate that BNSF Railway Insurance is required. What areas of the project will be on BNSF property?

Answer:

Submitted: Fri, 03-May-2013 9:45 MDT

Please see the last two sentences in the BNSF RAILWAY COMPANY REQUIREMENTS Exhibit included in Section II of the Bid Package Proposal. "Railroad insurance is required for this project because a portion of the project work is within railroad right-of-way. Railroad insurance should be based on minimum premium levels."

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-6-

Submitted: Fri, 03-May-2013 12:03 MDT

Company: A.M. Welles

Contact: Alan Ringlein

Question:

Due to the small amount of work performed by subcontractors on this project, the 4% DBE goal is not reasonable.

Will MDT lower the goal to a reasonable and possibility attainable percentage.

Answer:

Submitted: Tue, 07-May-2013 09:33 MDT

The Project Specific DBE Goal will be waived for this project. An addendum will be issued to change the Project Specific DBE Goal from 4.0% to 0.0% for this contract.

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-7-

Submitted: Sun, 05-May-2013 21:42 MDT  
Company: Mountain West Holding Co  
Contact: Chris Connors

Question:

The guardrail summary includes 2 sections of guardrail called out to be 25'-0" of Nested Guardrail. If these are to be constructed per Standard Drawing 606-09, Nested W-Beam Guardrail, the pay length would need to be 87.5 ft or 100 ft each. Please specify the intent of these two guardrail sections.

Answer:

Submitted: Mon, 06-May-2013 15:50 MDT

The quantity for Guard Rail-Steel has been revised to 900 lnft. The quantity for Guard Rail-Nested has been revised to 200 lnft. There will be an addendum to update the bid quantities. The revised plan sheets can be downloaded at the following link: [REVISED PLAN SHEETS 7 & 15](#)

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**105 - SF 099 E OF DENTON**

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-1-

Clarification:

Submitted: Thu, April 18, 2013 13:27 MDT

The following Special Provision is hereby made part of this contract:

SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections 102.18 and 103.07(D). The requirement of Subsection 108.01.2 that subcontractors obtain a Special Fuel User Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness for this contract.

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-2-

Clarification:

Submitted: Tue, 22-Apr-2013 8:31 MDT

The list of Disadvantaged firms included in the DBE Directory has been updated recently. As a result, please replace the DBE.BIN file that was released with the advertised bid files with this newest version. Please call MDT Contract Plans at (406) 444-6215, or (406) 444-6284 for assistance or questions with downloading the newest DBE.BIN file for use with the Expedite™ Bidding Software.

UPDATED DBE.BIN FILE

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-3-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT  
Sections MT 300 and MT 500 of the Materials Manual Index have been revised and are hereby made part of this contract. MATERIALS MANUAL INDEX

The Materials Manual and updated procedures found within apply to this contract and can be accessed through the following link:MATERIALS MANUAL WEB PAGE

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-4-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT  
All wood guardrail posts and blocks must meet AWPA Standards along with Commodity Specification A for sawn products and Commodity Specification B for round posts. Both types of posts must also meet retention specifications from Commodity Specification B Use Category 4B.

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-1-

Submitted: Thu, 11-Apr-2013 13:34 MDT  
Company: ADA Solutions, Inc.  
Contact: Michael J. Ryan  
Question:

This project indicates there will be 1,313 linear feet of concrete curb work. Can you please tell me if truncated-dome detectable warning tiles will be put down? I did not see them listed. If so, what type, size, color and quantity?

Answer:

Submitted: Mon, 15-Apr-2013 9:53 MDT  
No truncated dome detectable warning tiles are to be installed on this project. The concrete curb on this project is work associated with the embankment protectors. Construct the concrete curb in accordance with the details shown for 'Bituminous Curbs' in Detailed Drawing 609-05.

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-2-

Submitted: Fri, 03-May-2013 11:58 MDT  
Company: Kootenai Surveyors Inc  
Contact: Alvah Hughes



Question:

In the Construction Survey & Layout Item, reference is made to staking Right of Way. Will MDT provide the RW monuments and will a Certificate of Survey need to be prepared and filed in Fergus County?

Answer:

Submitted: Wed, 08-May-2013 14:20 MDT

MDT will provide Right-of-way caps. The Contractor will not be required to file a Certificate of Survey.

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**106 - ROCK CREEK - 23M W OPHEIM**

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-1-

Clarification:

Submitted: Thu, April 18, 2013 13:27 MDT

The following Special Provision is hereby made part of this contract:

**SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]**

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections 102.18 and 103.07(D). The requirement of Subsection 108.01.2 that subcontractors obtain a Special Fuel User Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness for this contract.

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-2-

Clarification:

Submitted: Tue, 22-Apr-2013 8:31 MDT

The list of Disadvantaged firms included in the DBE Directory has been updated recently. As a result, please replace the DBE.BIN file that was released with the advertised bid files with this newest version. Please call MDT Contract Plans at (406) 444-6215, or (406) 444-6284 for assistance or questions with downloading the newest DBE.BIN file for use with the Expedite™ Bidding Software.

**UPDATED DBE.BIN FILE**

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Program in general, call (406) 444-6042 or (406) 444-7481. INCLUSION IN THIS DIRECTORY DOES NOT CONSTITUTE AN ENDORSEMENT OF THE FIRMS LISTED.

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-3-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT

Sections MT 300 and MT 500 of the Materials Manual Index have been revised and are hereby made part of this contract. MATERIALS MANUAL INDEX

The Materials Manual and updated procedures found within apply to this contract and can be accessed through the following link:MATERIALS MANUAL WEB PAGE

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-4-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT

All wood guardrail posts and blocks must meet AWPA Standards along with Commodity Specification A for sawn products and Commodity Specification B for round posts. Both types of posts must also meet retention specifications from Commodity Specification B Use Category 4B.

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-1-

Submitted: Fri, 12-Apr-2013 08:25 MDT

Company: Sletten Construction

Contact: Russ Robertson

Question:

In order to weld the abutment pile caps onto the piling, there will need to be at least 3 feet of space under the pile cap for welder access. What does MDT plan for us to place under the cap once welding is complete. It seems that flowable fill would be needed in this instance.

Answer:

Submitted: Fri, 12-Apr-2013 15:30 MDT

Refer to the bridge end backfill detail (plan sheet 9), CAC or flowable fill will be allowed as backfill material under the cap and is to be included in the unit price bid for bridge end backfill. Flowable fill is an acceptable alternative at no additional cost.

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-2-

Submitted: Fri, 19-Apr-2013 22:42 MDT

Company: TCA Inc.

Contact: Taylor Stanhope

Question:

Plans show for the curbs need to have SD concrete. SD concrete is not available in this location. What does the State have planned for this?

Answer:

Submitted: Fri, 12-Apr-2013 15:30 MDT

The intent is to use all precast products on this structure, including the curb. Class DD - bridge concrete will be allowed to cast the curb in place.

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-3-

Submitted: Tue, 30-Apr-2013 10:46 MDT

Company: Sletten construction

Contact: Don Charters

Question:

The precast beams will not have the curb placed on them.

The curb will have to be poured in place which is approx. 15 cubic yards. Does the concrete supplier need to submit a

SD mix design for that small amount?

Answer:

Submitted: Thu, 02-May-2013 13:09 MDT

Yes, a concrete mix design will be required. Class DD-bridge concrete may be substituted for Class SD concrete for construction of the curb.

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-4-

Submitted: Thu, 02-May-2013 12:00 MDT

Company: TCA inc.

Contact: Taylor Stanhope

Question:

The plans are showing a Detour Alternate Route with a lump sum bid item.

Being that it is an Alternate Route, what are the specs for the Detour?

As of viewing the sight on May 1, 2013, The Alternate Route was impassable. The road is Bladed across the pairie with no base or gravel. The rest of the Alternate route is a Two track through a farmers field. How much work is needed to bring the road to "Passable Conditions" as stated in the specials.

If the Alternate route happens to get rained on, since there is no base to the road and it is a dirt track with clay, How much traffic gravel is actually needed to keep passable, since the specials only state Isolated areas?

Also what spec does the traffic gravel need to meet?

The Alternate route also passes throught the creek. As of viewing there is appromately 100 feet across the creek and guessing 6 feet deep. If the water does not reside to a level that is able to be crossed what needs to be put in place to make passable?

If the water does reside to a level that is passable what is allowed equipment wise in and throught the stream to keep it passable for vehicles?

The Alternate route passing on the east side of the project goes through a field. There is a gate at the main road. What temporary fencing is going to be required on the altenate route, since there is not running the lenth of the Alternate route?

Will Dust control be an issue, on the alternate route, since there is no residents in the area?

Answer:

Submitted: Fri, 03-May-2013 14:00 MDT

This project is purposely being let later in the year so that the flows on Rock Creek in the late summer or early fall will be minimal and the alternate route will be dry. The ADT on this roadway is almost nothing.

If a rain event produces conditions that make the alternate route impassible then close it until a time that it dries out sufficiently to be made passible.

We anticipate that no gravel will be needed as this roadway is mostly for local traffic that know the route. If gravel or work is required to maintain the roadway, MDT will pay for it by an agreed price.

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#### 107 - 2ND AVE N - GTF/MT 11-1

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-1-

Clarification:

Submitted: Tue, 16-Apr-2013 8:50 MDT

The Title Sheet of the plans is hereby replaced. The project limits are correctly shown beginning at RP 5.89 and extending to RP 5.96. CORRECTED TITLE SHEET

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-2-

Clarification:

Submitted: Thu, April 18, 2013 13:27 MDT

The following Special Provision is hereby made part of this contract:

#### SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]

Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind subsections 102.18 and 103.07(D). The requirement of Subsection 108.01.2 that subcontractors obtain a Special Fuel User Permit is also rescinded. All other requirements of that Subsection still apply.

Related to Subsection 102.18, the Expedite™ Bid File contains a folder where prime contractors were required to list their Special Fuel User Permit Number. This folder does not need to be completed by prime contractors for this contract. Leaving this folder blank will NOT be considered as a factor in determining bid responsiveness for this contract.

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-3-

Clarification:

Submitted: Mon, 06-May-2013 9:13 MDT  
Sections MT 300 and MT 500 of the Materials Manual Index have been revised  
and are hereby made part of  
this contract. [MATERIALS MANUAL INDEX](#)

The Materials Manual and updated procedures found within apply to this  
contract and can be accessed through the  
following link:[MATERIALS MANUAL WEB PAGE](#)

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-4-

Clarification:

Submitted: Mon, 06-May-2013 12:15 MDT  
All wood guardrail posts and blocks must meet AWPA Standards along with  
Commodity Specification A for sawn  
products and Commodity Specification B for round posts. Both types of posts  
must also meet retention specifications  
from Commodity Specification B Use Category 4B.

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-1-

Submitted: Wed, 01-May-2013 09:05 MDT

Company: Ed Boland Construction

Contact: Scott Karaffa

Question:

Electical-panel calls for 480 volt, 3 phase. On page 13, items 3 and 5, plan  
calls for 120 GFI receptacle, there is no  
120 shown to tie in the receptacle. Please advise.

Answer:

Submitted: Mon, 06-May-2013 16:00 MDT

Provide a 600V NEMA 3R fuseblock with 15A fuses feeding a 3kVA stepdown  
transformer (277:120V) in NEMA 3R  
enclosure to feed 120V GFCI rcpt.